

INTIMATION



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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

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DEATH.

On the 6th June, at his residence, 103, Bluff, Yokohama, CHARLES DAVIS MOSS, aged 60 years. [1032]

The Daily Press.

HONGKONG OFFICE: 14, DEANWATER ROAD, C. LONDON OFFICE: 381, FLEET STREET, E.C.

HONGKONG, 11th June, 1903.

THE prevalence of plague naturally continues to absorb a great deal of public attention in Hongkong, and the number of European cases recently reported has of course made a considerable impression on the minds of the white community here. In to-day's figures the occurrence of six more European cases, following on the nine in twenty-four hours and four in the previous forty-eight, shows that in this year's record the proportion of European cases must necessarily be high. Yet, in spite of the inevitable disconcertment produced by such statistics, particularly after an abatement of the disease in 1902, it would be unwise to let any feelings of undue alarm gain ground. As far as we can discover, the type of the disease among the European patients has been generally mild. Indeed we have heard it suggested that a few people have actually been sufferers in a very slight degree without the fact being discovered; of course it is not possible to verify the truth of such a theory. Nevertheless from the number of persons attacked, this year must rank undeniably high in the history of epidemics in the Colony, though fortunately we may now reckon ourselves to be at the climax of 1903. We are in the twenty-third week of the current year. In 1899 the culminating point was in the twenty-first week of the year; in 1898, in the nineteenth week; in 1899, in the twenty-fifth week; in 1900 in the twenty-sixth; in 1901, in the twenty-second; and in 1902 in the twenty-third. In all cases it may be said that the drop was very rapid when once the crucial point

was reached. As the behaviour of the epidemic has been markedly regular, there is a certain amount of satisfaction to be derived from these figures.

In other parts of the East plague seems to have made itself heavily felt this year. The latest detailed figure from Bombay, given in the *Times of India* of the 23rd May, showed 15,400 deaths from this cause in India in the previous week as against 20,000 in the week before that. The death-rate was then still double that of the same period in 1902. In Bombay city itself the week May 15th-May 21st showed 311 plague attacks and 296 plague deaths, the total for 1903 being 827 as against 1,132 in the same week of 1901 and 766 in the same week of 1902. The latest figures which we have seen of Bombay's population put it at about 850,000. As Hongkong's estimated population on the 30th June last was 311,824, we are able to arrive at some notion of the comparative severity of the disease in the two places, and it will be seen that, heavier sufferer as it undoubtedly is, Bombay is not justified in deriding, as it has done in the past, the seriousness with which plague is treated here. It is but natural that any city should look on its own ills with a particularly sympathetic eye and on those of others with less attention. But, as it is not long since a Bombay criticism of Hongkong's attitude toward plague was quoted in an official despatch in order to counteract the effect of the local complaints publicly made, it is only just to point out that Hongkong is with good reason concerned over the struggle which it has to maintain.

We wrote recently in these columns urging that Peking should, as the Foreign Ministers there were reported to be pressing the Chinese Government to make it, be declared a Treaty Port. We pointed out then that though Peking has little real trade and no manufactures to speak of, there are some very substantial reasons why it should be thrown open to foreign commerce and residence. We are glad to see in a letter of the Washington correspondent of the *New York World* that, "in the negotiations for a commercial treaty with China, Mr. HAY has asked that Peking shall be 'made an open port; Mr. HAY desires not only to extend American trade, but also 'to render the operation of carrying up 'China by the various European nations 'as difficult as possible. Mr. HAY believes 'that the opening up of the port of Peking 'will do more than anything else to delay 'the partition of China, and will largely 'balance the closing of the Manchurian 'ports by Russia.' Mr. HAY's view is an eminently sound one, and we trust that the United States Government will do all in its power to get Peking added, as it should have been in the earlier negotiations, to the list of Treaty Ports opened after the events of 1900. As we stated in dealing with this subject before, even if the opening of Peking were to drive the Chinese Court, still in reactionary hands, to take up its residence further south, that too would not be disadvantageous, for the influence of Russia would decline with the removal of China's capital to some point more distant from her frontiers.

The bowling handicap at the Hongkong Club has been won by Mr. Joseph Hooper.

His Majesty's ship *Tunor* yesterday reconquered her anchorage after a brief visit to Kowloon dock.

Between three and four o'clock yesterday morning fire broke out in a medicine shop in Jervois Street, and destroyed one floor. The damage is at present unknown, but the premises are insured for \$4,000.

An Express issued yesterday by the Joint Telegraph Co's stated that all telegraphic communication with Tonkin is interrupted. Telegrams hitherto in for transmission are being forwarded to Saigon or Tourane to await restoration of the land-line.

The steamship *Arab*, owned by the Dollar Company, and engaged in carrying freight between San Francisco and Asia, is having an oil-burning plant installed. The device is the product of a local inventor, and different from any used on other oil-burning steamers. When equipped, the *Arab* will be the largest oil-burner on the Pacific.

The weekly band performances at the Kowloon Hotel, which were such a popular social feature last year, commence this evening again, when a turtle dinner will be served. By permission of Major Radcliffe and Officers, the band of the 33rd Burma Infantry will play the following programme during dinner (weather permitting):—
March "The Roll of the Drum," McClure
Overture "Zampa," Herold
Gavotte "Danzon," Albeniz
Waltz "Dance in the Forest," Berger
Scherzo "The Gay Parisienne," Ivan Caryll
Song "Beloved, it is I," Florence Ayward
Mazurka "La Contessa," Transilvania
Polka "Par O Par La," Waldteufel
Selection "Three Little Maids," Roubens
Waltz "Bella Rita," Trefler
"God Save the King."

The transport *Mercedes* arrived yesterday morning, bringing a cargo of New Zealand coal for the Admiralty.

The fortunate ex-under-pusher of the P. and O. *Brilliant*, who is going to marry the daughter of a Belgian Duchess, seems to be a fascinating sort of individual. It is said that, while at sea, an elderly lady was so pleased with his behaviour as under-pusher that she has since left him £100 a year for life. After this, says a contemporary, the P. and O. Company are likely to be besieged by applicants for situations as under-pushers.

The logic of the *Noroc Vremya* is delightful and peculiarly Russian. In commenting on the recent arrest of Colonel Yate by the Afghans the Moscow paper commends Habibullah's energy and "aspirations to complete independence"; but turning promptly to the other side of the shield it bewails the continued exodus of a Russian representative from Kabul. The Amir's policy as applied to an Englishman is most praiseworthy, but as applied to a Russian it becomes "absurd inaccessibility"; and yet, strange as it may appear, it is with us and not with Russia that Afghanistan has treaty engagements, and the Russian Government has repeatedly acknowledged that the country itself is a British and not a Russian sphere of influence.

The Ichoufa correspondent of the *N.C. Daily News* wrote at the end of last month:—Since the Chinese New Year your correspondent has travelled rather extensively in the southern part of Shan-tung, and has once penetrated Kiangsu province as far as Shanghai. During these months he has had constant occasion to observe the attitude of the people toward the foreigner, as shown by friendliness or its lack, by reviling and by kindred things. In Shan-tung the opprobrious name "foreign devil" was heard once, and friendly faces and friendly voices greeted one everywhere. However, no sooner had the line into Kiangsu been crossed than the attitude of the people changed decidedly. Cold looks, indifference, and unpleasant language were in constant evidence. Why this difference? Geographical position alone will not account for it.

In the Sydney Bankruptcy Court recently S. E. Gregory, the well-known cricketer, gave evidence in his bankrupt estate. The money he started business with, he said, he got from a test match on the Sydney Cricket Ground, in which he made £103 by his share, and £20 was collected for him on the ground, the total being £123. He first went to England under Mr. Boyle, the manager of the team, in 1890. He cleared about £400 out of that trip after paying expenses. He went to England again in 1893, under Mr. Victor Cohen, manager. He made nothing out of that trip, owing to bad weather and the Australian team being a poor one. He made £400 or £500 net out of the 1896 tour. In 1899 he went to England under Major Wardill. This was a good year, the tour being a very successful one. He made about £700 net out of that tour.

Writing with regard to the anti-Semitism outbreak in Russia the *Pall Mall Gazette* says:—In Bessarabia the old fiction, enshrined for us in the *Centenary Tales*, of a "ritual murder" by the Jews, has led to a ghastly popular outbreak against the chosen people. In this case without any desire to palliate the atrocities, committed by the Russians, we may point out that a Russian boy really had disappeared; and that his body was found some days before the beginning of Holy Week. While the popular fury has resulted in the murder of some seventy Jews and the serious injury of five hundred others, there seems no doubt that even greater blame may rightly be laid to the charge of the Governor and the police officials on account of their amazing dilatoriness, particularly as ample warning was given by the appearance of an anonymous and inflammatory attack in the *Bessarabiyets* a week before the day of the massacre.

THE PLAGUE RETURNS.

FRESH EUROPEAN CASES.

Out of 26 cases of plague reported during the 24 hours ended at noon yesterday—a similar number to that on the previous day—six were European; one occurred at 392, Des Vaux Road West, another at the Central Police Station, a third at Kennedytown Hospital, a fourth on the sailing ship *Dunstaffnage* the fifth was that of an European of no fixed abode, and the sixth was at a hotel. This last is apparently the case of the lady whose illness we stated in yesterday's issue, had not been definitely diagnosed, but as it is now included in the returns it may be assumed that the case is one of plague, as assumptions to the contrary notwithstanding. Of the remaining 21 cases, 1 was Indian (Victoria Goal quarters), 1 Japanese (23, Ship Street), and 19 (22 fatal) were Chinese.

The case mentioned on Tuesday as having been removed from the filter beds in Richmond Road was Mrs. Barrington; from the Stag Hotel Mr. J. M. J. Davidson was taken away and from 80, Queen's Road East Mr. G. A. Paxton, Sanitary Inspector O'Keefe and Sanitary Inspector Conolly and Mrs. Conolly are down with the ailment. The cases from the Ocean are Joseph Woon, William H. Tuohing, William Brown, James Crombie and William Daly. Among the latest persons to be removed to hospital is William Smith, a passenger from Canton on the *Ykang*; Constable H. Pan from the Central; and Wardmaster W. Mackay of the Kennedytown Hospital. The patient from the *Dunstaffnage* is Mr. E. Berger.

The first European case of plague in Shamsen has just occurred, the victim being Mr. A. Tanguet. The patient is isolated in a boat off Shamsen, and we learn that he is doing well.

TELEGRAMS

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

GENERAL NEWS.

SERIOUS BOILER EXPLOSION ON FRENCH GUNBOAT "OLEY."

SHANGHAI, 10th June, 9.45 p.m.

The French gunboat *Oley* returned to Chungking owing to her boiler bursting when on the way to Suifu. Two were killed and two injured.

DISASTROUS FIRE IN PEKING.

SHANGHAI, 10th June, 10.47 p.m.

The Board of Revenue, Peking, was burnt last night. To prevent the flames spreading the French Hospital and the Board of Rites were intentionally destroyed. Foreign troops are working to extinguish the fire.

REUTER'S SERVICE.

THE LOSS OF THE "LIBAN."

LONDON, 8th June.

Two hundred to two hundred and fifty people were on board of the *Liban*, of whom it is believed one half have perished. The steamer sank in twenty minutes. A panic occurred among the passengers, who were at lunch when the steamer collided, and who endeavoured to seize the boats, only one of which was lowered; many persons were picked up by the boats of steamers in the vicinity.

LATER.

The collision, which occurred in sunshine and a calm sea, was apparently due to each Captain persisting in his course, expecting the other to deviate.

THE FLOODS IN AMERICA.

LONDON, 8th June.

It is estimated that the floods in America have rendered homeless 25,000 and submerged 200,000 acres of fertile farms. Martial law has been proclaimed at St. Louis to prevent looting.

FOREST FIRES IN CANADA, &c.

LONDON, 8th June.

The forest fires in Canada and New England continue and are particularly alarming in the Canadian maritime provinces. Around Ottawa and Montreal the people in the lumbering villages are seeking refuge at Nullains.

GERMAN CONSULAR CHANGES.

LONDON, 8th June.

Herr Lyburg, German Consul-General at Batavia, has been transferred to Yokohama, replacing Herr Coates, who has been appointed Minister at Bangkok.

THE JAPANESE SQUADRON IN AUSTRALIA.

LONDON, 8th June.

The Japanese blue-jackets who took part in a review at Sydney with the British naval force were greatly cheered.

THE FRENCH IN MOROCCO.

LONDON, 8th June.

French artillery has bombarded Figeur for two hours.

VOLUNTEER CHURCH PARADE.

The annual Church parade of the Hongkong Volunteers will be held in St. John's Cathedral, on Sunday, at 11 a.m. Special hymns will be sung, and the band of the Sherwood Foresters will assist the organ in the accompaniments.

Armstrong-Sergt Hawkes of H.K. Police and Volunteers, late of the 1st South Stafford Regt., will afterwards be presented with a South African War medal.

Cathedral seatholders, whose seats are requisitioned for the use of the Volunteers, will be provided with seats elsewhere.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen over China, particularly on the S. coast.

There are two depressions, one over the Yangtze Valley. Pressure is highest over the N. part of the China Sea.

Gradients moderate with fresh S. winds in the Formosa Channel, and moderate S.W. winds off the S. coast of China.

Forecast:—Moderate S.W. winds; fine at first, showery later.

MURDER BY A FOREIGNER IN SHANGHAI.

People recently arrived from Shanghai inform us, says our contemporary *O Peking*, that the lamentable case of P. A. Souza, clerk of the Gas Co., Shanghai, was not exactly what it was represented to be by the *North China Daily News*, and that there were many attenuating circumstances on behalf of the accused. Souza was coming home as usual when he met with four Chinamen, who provoked him, knocked off his hat, and assaulted him, and saying that he was completely unarmed and could not defend himself against his assailants he ran into the house with the intention of securing a cane for his defence, being closely followed by them. As soon as the house was reached they broke one window, on which Souza became more excited, and, finding a carving knife on the table, got hold of it and came out to meet his assailants, who, seeing him armed with a knife, tried to run away. As Souza is rather heavy and could not run fast, he could only follow one of them, at whom he threw the knife; as there was no post-mortem examination, the exact cause of death could not judicially be determined. Amongst the witnesses who have been summoned were the secretary of the Gas Co., and a few others, all of whom testified to the excellent character of Souza and that he must have been greatly provoked by the Chinamen to induce him to act as he did. These Chinamen, people say, belonged to a gang of gamblers and are reputed to be bad people.

The Portuguese community in Shanghai promptly subscribed about \$2,000 for Souza's defence, and the Gas Co., being thoroughly convinced that the accused will be acquitted, granted him six months' leave with advanced salary, and to his brother, who is in the same employ, three months' leave on full pay in order to accompany him to Mexico.

Our Shanghai contemporary, *O Peking*, adds, recently said that the Chinese have lately behaved themselves very insolently toward the foreigners residing in the Hankow district, provoking them without any motive and exciting them to break the peace. No wonder, that Souza got into trouble.

POLICE COURT.

Wednesday, 10th June.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

UNJUST WEIGHT.

At the instance of Inspector W. L. Ford, the master of the comprador shop No. 53, Central Market was charged with using a Chinese weighing-yard or *cheung* which was deficient to the extent of 5 per cent.

His Worship found the charge proven, and imposed a penalty of \$100.

The shopman had his weighing-yard "faked" by means of a number of cash attached, which is rather a departure from the fraudulent Chinese tradesman's ordinary method of affixing lead or old nails underneath the yard in such position as to make them invisible to the purchaser.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ROW IN A PHOTOGRAPHER'S SHOP.

Two European soldi of the Royal Garrison Artillery were charged with disorderly conduct and assault in a Chinese photographer's shop at Nos. 2 and 4, D'Aguiar Street. They pled not guilty.

The evidence against them was that, after receiving a number of snapshots which they had left to be developed, they proceeded to handle some photographs in a manner that was not calculated to enhance their market price and that aroused the ire of the proprietor, who told them to leave the shop. The defendants refused, and assaulted one of the *fokis* to the effusion of blood. An Indian constable was called and they were arrested.

The defendants averred that the people in the shop were the aggressors. The first defendant said he simply picked up a photograph to look at it. It was snatched out of his hand and he was pushed towards the stairs. All the Chinese on the shop gathered round, and he and his friend had to strike out to save themselves from being pushed down the stairs.

His Worship said he had no doubt the defendants behaved high-handedly, and when the proprietor of the shop very naturally objected to having his property damaged they committed the assault on the *fokis* against them. They would have to be taught to behave themselves in a respectable shop, and to that end would be fined \$10 each and pay \$2.50 compensation to the complainant.

THEFT ON BOARD SHIP.

On the complaint of Hubert Seaton, second mate of the P. & A. steamer *Admiral*, Wong Chi, a coolie, was charged with breaking open a case of matches on the steamer and stealing therefrom thirty boxes of the total value of two cents.

The defendant, who said he bought the matches that were found on his person when he was arrested, pleaded not guilty, but was convicted on evidence and sentenced to two months' hard labour.

ELLIS KADOORIE SCHOOLS.

We have received a copy of the second annual report of the Ellis Kadoorie Chinese Schools Society for 1902-1903. It states that with reference to the work done in the various schools the result has been eminently satisfactory.

The English handmasters and their staffs have stuck to their duties manfully and in spite of opposition and discouragement have carried out everything committed to their care in a creditable manner. Deducting \$9,845.00 paid to Chinese Chamber of Commerce for the 7th years' lease of the Hongkong School, and \$11,187.58 spent on the Honam premises—which appear in the balance sheet as assets in hand—the society has, in reality, on this date, only \$48,500. Out of the interest on this sum three schools have to be supported in the immediate future, the expense of which, at the rate of about \$300.00 each, per month, amounts roughly to \$2,400 a month.

CORRESPONDENCE.

THE V.R.C.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th June.
Sir,—As the annual general meeting of the V.R.C. takes place on the 19th inst., permit me to take this opportunity to call the Committee's attention to the very high prices for drinks now imposed by the Bar sub-committee. Of course, I quite admit that it may have been found necessary, owing to the recent decline in exchange, to slightly increase the bar price list, but, considering that there never has been, in the history of the Club, any loss in this direction, and further considering that the objects and purposes of the Club are not inclined to *gain*, I think that the Committee should, in some instances, reduce the present price list to a certain extent.

One of the principal advantages of the Club is its object to improve the young men of the Colony. Now, is it reasonable that those youths, should they elect to indulge in a "luncheon squash" (one of the most popular V.R.C. drinks) should pay as much as 20 cents? It must be remembered that in going over, the young man has the extra expenditure of launch hire!

Looking at the Bar sub-committee's report for last year, I see that the previous increase in the price list was made in August, 1902, and I think it could not be said that, to avoid any likely deficit, this last increase in February was absolutely necessary.

I do not suggest that the whole list be reduced, but I think the Committee will agree with me that, on reconsideration, they will find many items which require curbing. That they should certainly primarily consider the financial position of the young man, and not gain, is the humble opinion of

AN OLD MEMBER.

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th June.
Sir,—Judging by the daily returns I notice that the number of cases of plague for the last few days discovered, reported, or otherwise, still show an upward tendency and the death rate is almost 90 per cent.

Plague patients are as a rule to be immediately removed to the Plague Hospital directly they are discovered, and according to the returns published in all the newspapers, most of them or practically all of them generally die on the way or shortly after admission to the hospital. It is well known to all that the percentage of cured and discharged from such hospitals is very low, practically nil.

In my opinion, I should think that the removal of such plague-patients from one part of the town to another does in all cases more harm than good both to the patients themselves and the general community at large. The shock at being removed to a strange place without being attended by their own people is terrible enough to kill the patients and the sight of their transportation to the place of treatment is sufficiently bad to affect the health of the general public. Under these circumstances I think it is advisable, subject to a few weeks' trial, that the patients when reported to the Sanitary Board should be allowed to remain in their own houses, nursed by one or two of their own people and attended by their own doctors, European or Chinese at their option, but under the direct supervision of the Sanitary Board. All other inmates of the same house must be kept away as long as the patient remains there. If the patients choose to get away from this Colony they are at liberty to do so, but the furniture and clothing of all persons formerly living in the same flat must be thoroughly disinfected afterwards, and in case the patients die in the premises, their bodies are to be delivered up to the Sanitary Board for burial at certain places chosen by the patients or their relatives. In justice to both the patients and their relatives the Sanitary Board should give them every chance of looking after themselves while they are still alive. Thanking you for insertion of the above in your valuable paper.—Yours, &c.

HOPE.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Ennet Simons*, with the next French mail, will leave Saigon on the 11th inst., at 1 p.m., for this port.

The C.T.B. steamer *Empress of India* arrived at Kobe at noon on the 9th inst., and left again at midnight, same day, via Nagasaki, for Shanghai, where she is due to arrive at 2 a.m., on Saturday.

The T.K.K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 16th ult., via Honolulu, left Yokohama for this port, via Inland Sea, &c., on the 5th inst.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 3rd inst.

The Imperial German mail steamer *Preussen* left Singapore on the 10th inst., at noon, and may be expected here on the 14th inst., at 6 p.m.

The Indo-China steamer *Suisang*, from Calcutta and the Straits, left Singapore for this port on the 9th inst., p.m.

The P. & A. steamer *Indra* left Portland (Or.) for this port via Japan ports on the 7th inst., and may be expected here on the 7th prox. The H.A.L. steamer *Adria*, from Hamburg, left Singapore for this port on the 9th inst., at noon, and may be expected here on the 15th inst., a.m.

The Danish steamer *Prins Valdemar* left Singapore on the 9th inst., p.m., and may be expected here on the 16th inst.

The A.L. steamer *Trieste* left Singapore for this port on the 8th inst.

THE "AMPHITRITE" AT HONOLULU.

WIRELESS TELEGRAPHY.

The following is taken from the *Hawaiian Gazette* of the 12th ult. —

On the day before the departure of the big British cruiser *Amphitrite* from this port for the Orient, a couple of the directors of the Inter-Island Telegraph Company had a consultation with Captain Windham relative to the wireless system on the cruiser, and the feasibility of making some tests of the local system with the cruiser's apparatus. Captain Windham was most accommodating about it. Tests were made at once with the cruiser's wireless masts, with the result that the station at Mahukona, Hawaii, was communicated with successfully. This was sending and receiving messages at a distance of 130 miles, and was most satisfactory. After this experiment, it was proposed by the local directors, to which proposition Captain Windham agreed, that the cruiser, as she steamed out of port, should run in close to Barber's Point and attempt communication with the stations of the Inter-Island Company at Waiolu and on Molokai, Lanai, and Kauai. This agreement was carried out to the letter and presently word was received at the shore and from the cruiser that the operator on board the *Amphitrite* had exchanged messages with the wireless stations at Waiolu, and on Molokai and Lanai. The Lanai reading had been rather faint, but with Molokai communication had been markedly easy. As to Kauai, the word on the British cruiser could not get that island at all. They had failed to get Kauai from the harbour also, but that was probably because there was a mountain in the way. As to the failure at sea, that is not considered a failure really, because it is not yet known whether the operator on the Garden Isle was in his office at the time the attempt to reach him was made.

Captain Windham was even better than his word to the local wireless people, because the *Amphitrite* continued to call the station here until 3.15 on the afternoon of the sailing day. After that hour the cruiser was lost to the shore end, probably because the operator on board of her ceased working. This establishes the fact that the various stations of the Inter-Island system can be caught from Barber's Point, and indicates many things to the local management in the way of making their system more effective. Also, it contains a hint for the future, when ships that come in and go out of this port will announce their coming to the people on shore a long time before they are sighted.

THE U.S., RUSSIA, AND MANCHURIA.

A Washington despatch dated the 7th ult. says:—

In the Russian series of diplomatic exchanges from the current volume of foreign relations now in press is given the text of a communication addressed by Ambassador Tsereteli to the Russian Foreign Office, relative to the announcement that China was about to sign an agreement with the Russo-Chinese Bank, by which valuable exclusive privileges were to be secured by that institution. The note brought forth the important declaration from Count Lamsdorff, Minister of Foreign Affairs, that Russia proposed to restore Manchuria to China, and would recall her troops from that province, and that there was no intention to interfere with the "open-door" arrangement.

Tsereteli's note to the Russian Minister for Foreign Affairs follows:—"In obedience to instructions which I have received from the Government of the United States, I have the honour to inform your Excellency that the American Minister to China has reported in a telegram recently received at Washington that Prince Ching has agreed to sign the Manchuria convention and also a separate convention with the Russo-Chinese Bank, under which exclusive privileges of industrial development in Manchuria are to be granted to that bank. "I am instructed to say that the Government of the United States could look only with concern upon any arrangement by which China should extend to a corporate company the exclusive right within its territory to open mines, construct railways and to exert other industrial privileges.

"It is the belief of the Government of the United States that by permitting or creating a monopoly of this character China would contravene the treaties which it has already entered into with foreign powers and would injure the rights of American citizens by restricting legitimate trade; also that such action would lead to the impairment of Chinese sovereignty and tend to diminish the ability of China to meet its obligations. Other powers as well might seek similar advantages in different parts of the Chinese empire and would destroy the policy of equal treatment of all nations in regard to navigation and commerce throughout China.

"I am further instructed to convey to your Excellency the sentiment of the United States Government that the acquiring by any one power of exclusive privileges in China for its subjects or its own commerce would be contrary to the assurances repeatedly given by the Imperial Russian Ministry for Foreign Affairs to the United States of the intention of the Russian Government to maintain the policy of the 'open door' in China, as that policy has been advocated by the United States and accepted by all the Powers who have commercial interests within the Chinese empire.

"I am to assure you that the Government of

the United States is now, as it has always been heretofore, animated by the desire to secure for all nations entirely equal intercourse with China, and I am instructed to present to your Excellency the request that the Imperial Russian Government will give due attention to the foregoing considerations, which have also been addressed to the Chinese Government, and to express to your Excellency the hope that such measures of procedure may be adopted as will allay the apprehension of the Government of the United States."

Following is the reply of Count Lamsdorff:—"The Imperial Government, always desirous of cultivating and developing the best relations with the United States, is fully disposed to remove that anxiety which the proposed arrangements between Russia and China appear to have caused the Cabinet in Washington, but it feels itself bound at the same time to declare that negotiations carried on between two entirely independent states are not subject to be submitted to the approval of other powers.

"There is no thought of attacking the principle of the 'open door,' as that principle is understood by the Imperial Government of Russia, and Russia has no intention whatever to change the policy followed by her in that respect up to the present time."

"If the Russo-Chinese Bank should obtain concessions in China the agreements of a private character or relating to them would not differ from those heretofore conceded to many other foreign corporations. But would it not be very strange if the 'door' which is open to certain nations should be closed to Russia, whose frontier adjoins that of Manchuria and who has been forced by recent events to send her troops into that province to re-establish order in the plain and common interest of all nations? It is true that Russia has conquered Manchuria, but she still maintains her firm determination to restore it to China and recall her troops as soon as the conditions of occupation have been agreed upon and the necessary steps taken to prevent a fresh outbreak of trouble in the neighbouring territory.

"It is impossible to deny an independent state the right to grant other such concessions as it is free to dispose, and I have every reason to believe that the demands of the Russo-Chinese Bank do not in the least exceed those that have been so often formulated by other foreign countries, and I feel that under the circumstances it would not be easy for the Imperial Government to deny to Russian companies support which is given by other Governments to companies and syndicates of their own nationalities.

"At all events I beg your Excellency to believe that there is not nor can there be any question of the contradiction of assurances which, under the orders of his Majesty, the Emperor, I have had occasion to give heretofore in regard to the principles which invariably direct the policy of Russia."

Because of the announcement of the Anglo-Japanese agreement at about the same time Hay addressed the Russian Government relative to the Russo-Chinese Bank, Hay directed Ambassador Tsereteli to advise the Russian Government that this Government did not know that negotiations for such an agreement were pending and that neither Great Britain nor Japan was consulted regarding the note.

SAILORS PERFORM THEIR OWN FUNERAL RITES.

Thirteen Norwegian sailors, who were rescued from their sinking ship by the Hamburg-American liner *Pennsylvania* during its recent voyage from Plymouth to New York, had one of the most extraordinary experiences which ever fell to the lot of seafaring men. The steamer, the *Ziggen* of Hangesund, was a vessel of 670 tons, and was bound from Cape Breton to Connecticut, with a cargo of steel. During a series of fierce gales which raged in the Atlantic the *Ziggen* lost her propeller, and was rendered a helpless prey to the fury of the wind and weather. For five days and a half the vessel was driven hither and thither by the mountainous seas, blinding snowstorms which followed each other with quick succession making her plight even more terrible. The condition of the crew was most piteous. Throughout the five days they were compelled to stay on the deck, which was covered with snow, and were nearly frozen to death.

Several times during their awful vigil rescue seemed to be near, as now and again steamers were sighted. But not once were their signals of distress noticed. On the sixth day they had practically lost hope of being saved. The ship was becoming water-logged, and seeing that death was fast approaching the captain gathered his little crew around him, and called upon them to prepare for their end. The scene which followed is probably unprecedented in the history of the sea. With the twelve men kneeling around him in reverent attitudes, the captain began to solemnly read the burial service. The crew had thus nearly completed their own funeral rites, when the smoke of the *Pennsylvania* hove in sight. As the liner drew nearer the Norwegians made frantic efforts to attract attention, and were nearly overcome with joy when they saw the mammoth ship slow down and a lifeboat leave its side.

Soon the rescue party arrived, and the despairing mariners who had lost all hope of succour were quickly transferred to the hospitable decks of the liner, where everything possible was done for their comfort.

OPINION ABROAD ON KING EDWARD'S TOUR.

Americans, always predisposed to credit the King with a great and direct influence on affairs, follow him now on his Continental tour with intelligent interest, writes the *Times* New York representative on the 3rd May. They regard him as a messenger of peace and goodwill. They describe him as a great Ambassador. They believe that his visit to Paris has really done much to promote Anglo-French friendship, or perhaps to create a condition of feeling between the two peoples likely to benefit both. His Majesty's presence in Italy was thought primarily only a visible symbol of the excellent relations long existing between England and Italy. But his interview with the Pope, purely personal as it is known to be, and to the Pope as a spiritual and not a temporal Sovereign, has profoundly gratified the nine millions of American Roman Catholics, Irish included. All these views and many more occur in the leading American papers. The non-Catholic Press speaks cordially of the Vatican incident, rather wondering that English Nonconformists should see in it a mark of homage to the Papacy as such. The *Tribune*, staunchest of Protestant journals, observes:—"All that has happened is that the King has paid a courteous and graceful visit to one of the most venerable and distinguished men now living. That he went to the Vatican directly from the Quirinal is sufficient proof of the non-political nature of his visit. He has not endangered the Protestant succession in England. He has not offended his Royal host at the Quirinal. He has gratified some millions of his subjects, and has maintained his old reputation for unflinching tact and courtesy." The most curious of all is the discovery that a King may by these methods do a service to his country which a President cannot, since a President may not journey abroad while he is President. A monarchy, therefore, and to that extent, has "a practical value" even in Republican eyes. If it had not, the King's abiding and universal popularity in the United States would remain.

The Berlin and Vienna correspondents of the same journal write as follows:—"While it is impossible for German observers to ignore the cordiality of King Edward's reception both in Rome and in Paris, the tone of the reports which are provided for the information of the public is such that petty incidents which may be thought to detract from the general effect are unduly magnified, and the attitude of the Parisians in particular is described as polite rather than cordial. In most instances considerable caution is exhibited in dealing with the relations of Great Britain, France, and Italy, since it is seen that any rash language employed in this connection would produce undesirable consequences. The *Post* publishes elaborate incursions intended to reassure German opinion. It goes so far as to say:—"A real Anglo-French entente is in the long run impossible, because in the colonial sphere differences will invariably, and in fact will very soon, arise, with the result that the artificially-sewn threads will be severed with a sudden jerk." The only kind of rapprochement between France and England which the *Post* regards as practicable, and which it warns its readers against dismissing from their calculations, is some kind of temporary understanding with special aims and of brief duration. King Edward's speech to the British Chamber of Commerce shows that a relationship far more profound and permanent is in store for the two neighbouring nations. Good relations between England and Italy are described as part of the programme of Prince Bismarck. It is hardly in that sense that the British and Italian nations regard their traditional friendship, which has been consecrated afresh by the reception accorded to King Edward in Rome. The King's visit, and Anglo-Italian relations in general, cannot have anything to do with German "programmes," which are really becoming as ephemeral as the menu of yesterday's dinner.

The Austrian Press makes to-day (April 30) full amends for the indifference hitherto displayed towards King Edward's journey. The magnificent reception accorded to his Majesty in Rome, the warmth and political significance of the tenses exchanged at the Quirinal, the unflinching tact with which the King responded to the Italian manifestations of sympathy, and the circumstance that the visit to Paris, capital is to be followed by the visit to Rome, draw from Austrian pens a stream of comments and appreciation. The tone of these utterances is not only unexceptionable, but in most cases friendly. The semi-official *Fremdenblatt* points out that in the homage paid by Italians to King Edward there is an element of proud satisfaction that the first ruler of the United Kingdom to enter Rome should enter it as the capital of united Italy. The visit to the Quirinal, adds the *Fremdenblatt*, gave King Edward an opportunity of proving his respect for the Pope. "The acquiescence of Henry VIII. could have been in Rome. A whole phalanx of history lies in this fact, and the Italians, who are proud of their royal realm and proud of Leo XIII., rejoice to show a foreign Sovereign the double power represented by their Rome." After an analysis of the historical and political basis of Anglo-Italian friendship, the *Fremdenblatt* emphasises the advantage drawn by Italy from her membership of the Triple Alliance, which has enabled her to take over many a difficult moment and to create for herself the position she now enjoys. Italian interests make good relations with France and England very desirable, and King Edward's visit points the way along which England and Italy may proceed hand in hand. Even though no immediate political conclusion can be drawn from King Edward's words, they are, nevertheless, of worth to Italy as a sign of his friendship. "We are convinced," concludes the *Fremdenblatt*, "that the festivities in Rome will have their effect upon the English people, which seems to have been longed for, and that the sympathy felt by England for the great old country of civilisation will thereby be revived and strengthened."

MISCELLANEOUS NOTES AND NEWS.

UNHAPPY BREAKFASTS.

An English lady writes in one of the reviews:—"The longer I live the more convinced I am that breakfast is the real cause of more domestic friction than can be accounted for by mere incompatibility of temper. It is not in human nature to be amiable in the early morning. The patriarchal system by which four or five different branches of a family live under one roof could not possibly continue abroad were the various families obliged to submit to the breakfast test. Your father-in-law, your mother-in-law, your brother-in-law and his wife, your sister-in-law and her husband contemplated over a dish of poached eggs in the early morning would be impossible, but by midday we have buried our savage instincts, assumed once more the Christian virtues, and are prepared to face the world of relations-in-law with resignation, and perhaps even the semblance of appreciation. After all, it is a great thing to be born English, it teaches us to see the follies of our national institutions and the happier methods of foreign countries—at any rate in the matter of breakfast."

A WONDERFUL AIRSHIP.

A wonderful airship will compete for the £40,000 prize offered by the St. Louis Exhibition. The airship, which will be made of aluminium, is now building, and will present entirely new features in aerostats, aerodromes, and aeroplanes. It will contain compartments for passengers, mails, and freight. The ship, including equipment, is to weigh 13,000 lbs., and have a lifting capacity of 21,000 lbs. It is expected to lift twenty-five or thirty passengers, with baggage and provisions. Mr. Stanley, the inventor, says:—"Trips across the Continent will be made with ease and perfect safety. Airships within a few years will ride above storms, and will be able to breast any air-current." The inventor's supporters say there is nothing theoretical, not the smallest detail, in the construction or navigation of his airship. Every detail has been tested by science, and demonstrated to the complete satisfaction of every engineer who has seen the model or the plans. Aeronautes have assisted Mr. Stanley in exploring the air in balloons at all altitudes; and it is claimed that an absolutely accurate knowledge of the conditions he has to deal with ensures the inventor success.

ENTERIC IN INDIA.

Enteric has completely displaced cholera as the scourge of the army in India. When we read in the annual report of the Sanitary Commissioner with the Government of India, Surgeon-General Franklin, that there were only twelve cases of cholera amongst the whole of the British troops in 1901, and that at no station did more than three occur, it is hard to realise the needless terror this disease excited until a comparatively recent period. But whilst less swift and fearsome in its action, enteric is none the less deadly in its results, and is by far the most serious enemy the military sanitarian has to meet. In 1901, for example, when there was a marked decrease of both mortality and morbidity of enteric fever, there were 776 admissions and 202 deaths, or 27 percent of the total mortality amongst British troops. As the average duration of a case was over fifty-five days and the average number constantly sick 117.07, the total annual loss of service due to enteric alone attained the proportions of 42,730 days. The gravity of these figures is intensified by the fact that after all we really know extremely little that is definite about the cause of the origin and spread of a disease which exercises such disastrous effects upon the young soldier.

A DERELICT'S LONG TRIP.

Thirty-eight hundred miles, through calm and storm, and with no man at the helm, the hulk of the once good ship *Fannie Kerr* followed a course from a point in mid-Pacific, not far from the Hawaiian group, to the far island of Formosa and threw her bones up on the beach, to sail no more. It was on May 29th, last year, that she broke out in the coal cargo of the *Fannie Kerr* while she was bound from Newcastle, Australia, to San Francisco, and Captain Gibbons and his crew abandoned the ship without delay after a few hours' fight with the flames and a gale convinced them that the vessel would be a total loss. They stood away in their small boats for the Hawaiian islands, and all finally reached Honolulu. Tugboats and steamers from Honolulu made diligent search for the abandoned *Fannie Kerr*, but without avail. It was in latitude 26 deg. 30 min. north, longitude 169 deg. west, that she was last seen by the crew. Though the hulk kept afloat and continued to burn for nearly a year, she was not seen by any of the hundreds of steamers and ships passing to and from the Asiatic coast until a few weeks ago, when the steamer *Taurus*, bound from India for Yokohama, reached her destination on April 9th and reported that the *Fannie Kerr* had been sighted about five miles from Formosa. All the rigging was gone except the bowsprit, and smoke was still coming from the derelict. The decks had buckled, and there was evidence that an explosion had taken place. The news received later that the wreck had finally gone ashore on Formosa confirms the report made by the *Taurus*. In travelling from the point where she was abandoned a year ago the *Fannie Kerr* covered a distance of 3,810 miles. Her exact course as she followed the currents will never be known but the spot where she went ashore on Formosa is in practically the same latitude as the place where she was abandoned.

PHOTOGRAPHIC

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[38]

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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA. [1243]

SCHOOLBOY BLUNDERS.

The Pilot gives an entertaining collection of schoolboy blunders, a few of which are:—
Q: In what play does the character of Benedick occur?—A: In the Prayer Book.
Q: Who wrote *Oedipus*?—A: A Fraud.
Q: To whom was said, "I served thee fourteen years for thy two daughters"?—A: The Devil.
Q: At what school was Byron educated?—A: The Lake School.
Q: From what animal is musk made?—A: The musktoe.
Q: Who was the English commander in the 100 battles in the Soudan?—A: Cardinal Wolsey.
Q: Who was "the Niobe of Nations"?—A: Niagara Falls.

A REDSKIN ROMANCE.

A telegram from Butte, Montana, tells the story of a genuine romance. John Anderson, a Swede, has for years been looking for his cousin, a young woman, who is wanted as the heiress to a fortune in the custody of the Swedish Courts. She disappeared when her parents were murdered by Cree Indians. Recently while Anderson was talking with some Cree, he noticed a light-haired squaw, called "Sarah Big Cloud." Being questioned, she knew nothing about her early life, except that her parents were whites and had been killed. She had grown up with the tribe, and had married an Indian, who had recently been killed by a snowslide. She produced a ring with an inscription which she was unable to read. "To Mathilda. From papa and mamma, 1885." That was the name of Anderson's missing cousin and the year of the parents' murder. After Anderson has put the facts to legal proof, the couple will return to claim the inheritance.

AMERICAN NEWSPAPER METHODS.

Mr. James Creelman, who was correspondent of the *New York American* during the Spanish War, writes in glorification of "yellow journalism." Some time before the destruction of the battleship *Maine* in the harbour of Havana the *New York American* sent Frederic Remington, the distinguished artist, to Cuba. He was instructed to remain there until the war began. After remaining there some time Mr. Remington sent this telegram from Havana:—"W. R. Hearst, *New York American*, N.Y.—Everything is quiet. There is no trouble here. There will be no war. I wish to return.—Remington."

This was the reply:—"Remington, Havana. Please remain. You furnish the pictures, and I'll furnish the war.—W. R. Hearst."

The proprietor of the *American* was as good as his word, and to-day the gilded arms of Spain, torn from the front of the palace in Santiago de Cuba, hang in his office in Printing House St., a lump of melted silver, taken from the smoking deck of the shattered Spanish flagship, serves as his paper-weight, and the bullet-pierced headquarters flag of the Eastern army of Cuba—gratefully presented to him in the field by General Garcia—adorns his wall.

The incident which did more to arouse the sentimental opposition of the American people to Spain than anything which happened prior to the destruction of the *Maine*, was the rescue of the beautiful Evangelina Cienfuegos from a Havana prison by the *American's* correspondent, Karl Dacker. One sultry day in August, 1897, the proprietor of the *American* was sitting in his editorial chair. Public interest in Cuba was weak. The Spanish Minister at Washington had dragged the country with cunningly compounded statements. The Government was indifferent. The weather was too hot for serious agitation. Every experienced editor will tell you that it is hard to arouse the popular conscience in August. Perspiring man refuses to allow himself to be worked into a moral rage. The most tremendous headlines failed to stir the crowd. An attendant entered the room with a telegram, which Mr. Hearst read languidly:—"Havana—Evangelina Cienfuegos, pretty girl of 17 years, related to President of Cuban Republic, is to be imprisoned for 20 years on African coast for having taken part in uprising Cuban political prisoners on Isle of Pines."

He read over a second time and was about to cast it on his desk—but no! He stared at the little slip of paper and whistled softly. Then he slapped his knee and laughed.

"Sam!" he cried.

A tall, shaven, keen-eyed editor entered from the next room.

"We've got Spain, now!" exclaimed Mr. Hearst, displaying the message from Cuba.

"Telegraph to our correspondent in Havana to



TELEPHONE No. 135.

OUR SPECIAL BLEND

SCOTCH WHISKY

"CLUB"

Per Doz. \$15

We have older and more expensive Whiskies but we have no better VALUE than

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[1567]

THE "ZAFIRO" CASE.

A REPRINT of "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [1565]

AUCTION

INSURANCES

**AACHEN AND MUNICH FIRE IN-
SURANCE CO
OF AIX-LA-CHAPELLE.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**REUTER, BRÜCKELMANN & CO.,
Agents.**

Hongkong, 21st April, 1897 (11)

**GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.**

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Hongkong, 1st September, 1902. [232]

NORTHERN ASSURANCE CO
ESTABLISHED 1836.
THE Undersigned Agents of above Company
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and Chinese RISKS against FIRE at Current
Rates
TURNER & CO.
Hongkong, 14th January, 1903. [2]

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GRANT POLICIES of INSURANCE

against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.
 Agents for the Phoenix Fire Office
 Hongkong, 17th August, 1887. [3]

**SALAMANDER FIRE INSURANCE
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 at Current Rates.

HCTZ & JACOB & CO.
 Hongkong, 2nd April, 1900 [

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TOTAL FUNDS at 31st DECEMBER, 1900
£16,752,693.

I. AUTHORIZED CAPITAL...	23,000,000	0
SUBSCRIBED CAPITAL...	2,750,000	0
PAY-UP CAPITAL...	287,500	0

PAID BY CAPITAL 687,500 0
II. FIRE FUNDS 2,695,548 5

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Hongkong, 1st July, 1902

THE WESTERN ASSURANCE COMPANY OF TORONTO CANADA

INCORPORATED 1851.
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Total Losses Paid\$2,769,240

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Hongkong, 18th May, 1903. [14]

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OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their premises **WASHED** and **CLEANSED** in accordance with Law are reminded that the period during which this work should be finished ends on the

30th day of JUNE, 1908; and the Sa-ita Board being convinced of the necessity cleanliness in its efforts to STAMP OUT

PLAQUE is determined to RIGOROUSLY PROSECUTE any owner in default after above named date.

By Order of the Board,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
1st June, 1903.

Note.—The Western Division of the City

lies to the West of Morrison and East Street [16]

**AUTOMATIC MAUSER
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CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGE
FIRING 10 SHOTS in 3 SECONDS.
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 From the University of Pennsylvania, U.S.A.
 Hongkong, 10th March 1905. [76]
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Hongkong, 3rd July, 1902 [163]

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Hongkong, 6th June, 1903. [1870]

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TWO SPACIOUS GODOWNS—Nos. 95
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Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

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FLATS IN MORETON TERRACE,
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GODOWNS at BOWENSTON (PRAYA
EAST).
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Apply to—
THE HONGKONG LAND INVEST-
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Hongkong, 8th June, 1903. [71]

TO LET.
NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGDALEN G.P.
Apply to—
SPANISH PROCURATION,
Hongkong, 1st January, 1903. [73]

TO LET SHORTLY.
FURNISHED HOUSE, PEAK ROAD.
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HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LD.
Hongkong, 8th June, 1903. [1040]

TO LET.
TWO SPACIOUS NEW GODOWNS,
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Apply to—
W. LYSAGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET.
"BURNFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
19, Queen's Road.
Hongkong, 30th October, 1902. [78]

WOODLANDS VILLA EAST.
Seymour Road. Six Rooms. Semi-
detached House. Good View of the Harbour.
Apply to—
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TO LET.
A ROOM in a Fully Furnished House at the
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One Gentleman required to make up a Mess
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Care of Daily Press Office.
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"DUNHEVED" and "STONE-
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Basement (Servants' Quarters attached). Veran-
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Hongkong, 8th June, 1903. [1655]

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For Two Months from middle of June.
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"COOMBE" MAGAZINE GAP. Avail-
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UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU PAK,
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LANDS WEST to Rent from 15th
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.
A DETACHED BUNGALOW, with
Tennis Court, at the Peak. Furnished
or Unfurnished. Immediate Possession.
Apply—
D. B.,
Care of Daily Press Office.
Hongkong, 5th June, 1903. [1631]

TO LET.
NO. 3, STEWART TERRACE, the
Peak.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th April, 1903. [1108]

TO LET.
OFFICE, Airy and Commodious, No. 3,
QUEEN'S BUILDING, 3rd FLOOR.
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [987]

TO LET.
NO. 7a, DUDDELL STREET (Godown).
No. 8, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAI ROAD.
No. 1, CAMERON VILLAS, MOUNT
KELLY.
Nos. 7, 11, & 18, BELLIOS TERRACE,
Newly Painted and Colourwashed.
"BISNESS VILLA," ROBINSON ROAD.
Land on sea front. Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 8th June, 1903. [104]

GODOWNS TO LET.
PRAYA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Tea or Coals.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st March, 1903. [100]

TO LET.
NO. 10, SEYMOUR TERRACE.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 22nd May, 1903. [1398]

BOARD AND RESIDENCE.
MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

"TANG YUEN."
BOARDING ESTABLISHMENT.
SUMMER RATES.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road,
or,
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

"SAVOY HOUSE"
3, LOWER CASTLE ROAD.
BOARD AND LODGING. Comfortably
Furnished Rooms. Quiet and Heal by
Locality.
Apply to—
A. SPIELER,
11, Queen's Road, 1st June, 1903. [1537]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Scars.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1903.

THE CORN DUTY.

The Rt. Hon. Henry Chaplin writes as
follows to the Editor of the Times:—
The speech of the Prime Minister on Friday
(1st May) makes the position of the Government
with regard to the corn duty more incompre-
hensible than ever. Upon his own admission
the tax is neither a burden to the consumer nor
a benefit to the farmer. Then why throw away
a revenue of £2,500,000 a year by repealing a
duty which, on his own showing, is perfectly
harmless, and which, he says in effect, neither
injuriously nor benefits any one? That is the
question which the public and numbers of his
supporters are asking; but on that point he
has as still in the dark and more bewildered
than ever. Again, with regard to my letter
addressed to the Chambers of Agriculture, I
own that I find it exceedingly difficult
to follow his meaning. He objects to my
asking the chambers for their support. But
why did I go to the chambers? It was surely
not very unreasonable; I have been associ-
ated with them for years, and my position
was this:—I am contesting a proposal in
the Budget against the Government and the
enormous forces behind them; that is a most
serious and most difficult task to embark on
for any one, and still more so for me, with
neither funds nor organization or the means of
even the aid of a secretary, for a purpose
which is essentially *ad hoc*, getting my case before
the public as widely as possible and in a very
short time. The chambers, however, have an
excellent organization already existing; they
have helped me before; that is why I appeal to
them now, and no inference is to be drawn from
the fact that I addressed a letter to them which
is not warranted by the terms of the letter itself.
But he deprecates also "the line of argument,"
which he declares "Mr. Chaplin has used upon
this occasion, because he has appealed to the
Chambers of Agriculture to oppose the abolition
of the tax in their interest, and the only inference
which can be drawn from that is that the la.
duty on corn is a burden to the British farmer,
and if it is a benefit to the British farmer it can
only be an injury to the British consumer."
"That is a dilemma," he adds, "from which
there is absolutely no escape." Now I am quite
aware that no one excels the Prime Minister as
an acute and adroit dialectician; but even his
ingenuity, I am afraid, will not serve him in this
case. What line of argument is it that he refers
to? Certainly none that has ever been used by
me; it is a purely imaginary line, not difficult to
answer, and set up by himself by ascribing to me
opinions and views which I do not entertain and
which I have never expressed. And it is on this
flimsy foundation that he proceeds to build up
formal edification, a dilemma which is no dilemma
at all, as I will show in a moment.
Now, how much or how little of the la. duty
goes to the farmer I do not pretend to decide;
I do not think that any one can. I have always
hoped that, either directly or indirectly, he gets
a share of the benefit from the la. duty; but
supposing, for argument's sake, that he gets the
whole, which he does not, it does not follow from
that that the consumer of bread is necessarily
injured thereby. The Prime Minister seems to
imagine that the price of bread rises and falls
pari passu with the price of wheat, but it is not so.
Many years ago I investigated this matter
closely, and the private returns which I obtained
at that time from most of the principal bakers
in London showed this result:—That a change
in the price of wheat did not affect the price of
bread until it reached the amount of 4s. or 5s. a
quarter at least. If that is so—and I under-
stand that it is—then both the la. and the
dilemma so carefully elaborated and the rather
laboured reply of my right hon. friend to a
series of arguments which I disagree with and
have never used disappear and vanish together.
Will you allow me to quote, in support of the
views which I urge on the Government, a few
paragraphs from a letter received this morning?
It is one of scores of a similar character which
reach me by every post from all parts of the
country, and by no means from agriculturalists
only. He writes as follows:—"I sincerely
hope that your efforts will be successful in
getting the Chancellor of the Exchequer to
retain the corn duty. We farm about 1,100
acres, growing corn, vegetables, fruit, and
stock. As stock-feeders the reduction in the
price of mill offal is a decided help. . . . I
am also a miller grinding about 2,000 qrs. of
wheat per week. Since the duty was put on
last year I have had my plant enlarged, at a
cost of about £2,600. This sum went to the
benefit of the mechanics who made and fixed
the machinery. I have ground considerably
more wheat, and consequently paid more wages.
I have used more coal to generate steam power,
which means more work for the colliers. . . .
The importation of wheat has increased and the
importation of flour has decreased, consequent
on the duty on flour being more than on wheat.
When the corn duty was imposed we were told
it had come to stay. But now our hopes are
dashed to the ground, unless Parliament agrees
to retain the corn duty and reduce the duty on
tea and sugar instead."
My correspondent, who writes from near
Dartford, in Kent, is quite unknown to me
personally, but we may be certain that he voices
the views of hundreds of others. He is one of
the many, no doubt, who, on the faith of Sir
Michael Hicks Beach's statements last year,
have increased the capital embarked in their
undertakings. It shows very clearly, I think,
the mistake of repealing this duty, which is
admittedly harmless, and the harm effected by
impure drinking water.
It is always a source of danger, dysentery, and
bowel troubles follow its use, every person
should have handy a bottle of Painkiller (Cory
Davis), which will quickly cure these distress-
ing ailments. Be careful and see that the
storekeeper does not pawn off some worthless
substitute upon you as is sometimes done for
the sake of a few cents extra profit. [293-19]

Mr. Ritchie in his sudden reversal of the policy
of the Government, deliberately adopted and
announced to be permanent only last year.
The discouragement which it must give to
arable cultivation is not less apparent, and this
is the more regrettable since all parties in the
State are agreed that it is a matter of the highest
national importance to bring back to the land,
and to keep on the land, more of the people, by
increasing, if it is possible, that class of farming
in England. I venture to think that it would
have been more to the purpose if the Prime
Minister had endeavoured to meet in his speech
such objections as those which are raised by
my correspondent and by myself in the letter
which I addressed to the chambers.
The issues I raised were perfectly plain, and
they were as follows:—I objected to the repeal
of the duty, because it was imposed last year as
a permanent tax and as part of a deliberate
policy, the object of which was to widen the
basis of our taxation; because it was supported
by the Government and by the party by argu-
ments which have never yet been successfully
answered, and which have been justified since
by the result; because it provides a revenue of
£2,500,000 a year with the smallest amount of
injury to any one; because no one will benefit
by its repeal and we lose the opportunity of
giving a genuine boon to the consumer, and
especially to the poorer classes, by a substantial
reduction of the duty on tea; and, lastly,
because the Chancellor of the Exchequer, by
his inconsiderate action, has placed his party,
the best and most loyal supporters that ever a
Government had, in a thoroughly false and
painful position.

Refreshing and Agreeable.
CALVERT'S
CARBOLIC
TOILET SOAP.
A Pleasant Antiseptic Soap (containing 10%
pure Carbolic Acid). Should be used regularly
to improve the skin and complexion and prevent
infection.
F. G. CALVERT & Co., Manchester, Eng.

"THE EAST OF ASIA."

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CONTAINING Articles of Special Interest.
Profusely Illustrated, descriptive of the
people, Customs, &c., of the Far East.
The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.
Price \$1.50.
On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai;
MESSRS. KELLY & WALSH,
Hongkong;
and all leading Booksellers in the Far East.
Hongkong, 14th February, 1903. [32]

M. CHADWICK KEW
DENTAL SURGEON.
NO. 39, QUEEN'S ROAD CENTRAL.
Office 9 A.M. to 4 P.M.
Hongkong, 14th March, 1903. [639]

R. FRANK PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [1054]

NEW ON SALE.
IMPERIAL QUARTO
ENGLISH AND CHINESE
DICTIONARY.
WITH THE PUNY AND MANDARIN
PRONUNCIATION.
For comprehensiveness and practical service
this Work stands unrivalled. All the new words
which the Chinese have of late years been com-
pelled to coin to express the numerous objects in
machinery, photography, telegraphy, and in
science generally, which the rapid advance of
foreign relations has imposed upon them, are
here given in *extenso*. Each and every word is
fully illustrated and explained, forming exercises
for students of a most instructive nature. Both
the Chinese and French pronunciations are given,
the accents being carefully marked on the best
principles hitherto attained. The typography
displays the success of an attempt to make the
Chinese and English type correspond in the size
of body, thereby effecting a vast economy of
space, achieving a clearness not previously
attained, and dispensing with those vast margins
and vacant spaces which have heretofore charac-
terized Chinese publications.
To illustrate the vast scope of the work the
following facts are submitted for consideration:—
Chalmers' Vocabulary contains about 16,000
Chinese characters, and Mathews' English and
Chinese Dictionary about 100,000 whilst this
work contains more than 50,000 English words
and upwards of 600,000 Chinese characters.
Again, despite all the grammars and other
elementary works as yet published, the student
of this difficult language absolutely requires ex-
amples to display the various applications and
equivalents of different words which have one
general meaning. Of these examples this work
contains more than five times as many as any
other Dictionary hitherto published.
For practical purposes the arrangement of the
work is so complete that a reference to its pages
enables a person who understands English to
communicate effectively with an *unliterate* who
understands nothing but Chinese. In this respect
the work will be found indispensable to all Europeans
residing in China, and to the natives themselves
it explains subjects fully with which very few
indeed of them are perfectly acquainted. To
those resident in England and interested in
China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large
quarto pages.
4 Vols. IMPERIAL QUARTO, Price \$20.
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EVERYTHING.

FAMED FOR SUN HELMETS.

NOBEL-GLASGOW EXPLOSIVES.

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VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEAREST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpieces and a
handsome curved Cigarette Case which fits the pocket.

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N. INUZUKA, Manager, Hongkong.

NOTICE.

WANG HING, JEWELLER,
has REMOVED to No. 10, QUEEN'S ROAD
CENTRAL (opposite Messrs. KELLY and
WALSH) and also kept his old Shop as a
Branch Establishment, named WANG HING
& CO.
Hongkong, 23rd March, 1903. [472]

PURE FRESH WATER

**THE HONGKONG STEAM WATER-
BOAT CO., LD.**, is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager.

1st Floor, 37, Caninaught Road.

Hongkong, 18th June, 1902.

CHOY FONG, 翠

Manufacturer of best quality of Preserved
Ginger and Sweetmeats of all kinds at
Moderate Prices. It has been discovered that
some people have imitated the trade-mark and
name of our firm, so that our customers should
be very careful against buying inferior goods
bearing the imitations mentioned. 8, Sai On
Lane, Shek-Tong-Tsui, or enquire Joo Tek
Seng Hong, 18, Bonham Street West.
Hongkong, 14th April, 1903. [1145]

DAVID CORSAIR & SON

MECHANIC NAVY
BOILED
LONG FLAX
BELLIANT CROWN
TARPAULING
ARNHOLD, KARBBER & CO.
Sole Agents.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.

Sole Agents for China.

Hongkong, 1st July, 1902.

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.

I have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 14th November, 1901. [165]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on A. planation

All descriptions of Granite for Export.

Hongkong, 17th October, 1902. [1188]

SHIPPING.

ARRIVALS.
 June 9, SAGA, Norwegian str., 689, Erling Natvig, Bangkok 2nd June, Rice and Trakwood.—JARDINE, MATHESON & CO.
 June 9, SINGAPORE, French str., 845, A. Jones, Saigon 5th June, Rice and meal.—BRADLEY & CO.
 June 10, DAIJOI MARU, Japanese str., 890, T. W. Groves, Fuzumi 7th June, General.—OSAKA SHOSHEN KAISHA.
 June 10, KONGSHANG, German str., 1292, J. Spies, Bangkok 3rd June, Rice and Wood. BUTTERFIELD & SWIRE.
 June 10, MERCEDES, British transport, 2926, J. S. McGregor, New Zealand 17th May, Coal.—ADMIRALTY.
 June 10, PRINCE ALBERT, British str., 1494, Hansen, Fremantle 29th April, Sandalwood.—GRIMAN & CO.
 June 10, QUANGNAM, French str., 710, Martino, Saigon via Touron 8th June, Rice.—BRADLEY & CO.
 June 10, THALES, British str., 820, A. J. Robson, Penchow via Amoy and Swatow 7th June, General.—DOUGLAS LAPAIRE & CO.
 June 10, VICTORIA, Swedish steamer, 988, J. M. Hermanson, Saigon 6th June, Rice and General.—EAST ASIATIC TRADING CO.

CLEARANCES.

At the Harbour Master's Office.
 10th June.
 Haimun, British str., for Swatow.
 Hironaka, Japanese str., for Moji.
 Hongwan I, British str., for Amoy.
 Kungting, Chinese str., for Shanghai.
 Kungwan, Chinese str., for Swatow.
 Tremont, American str., for Manila.

DEPARTURES.

1st June.
 EA'TREN, British str., for Moji.
 GLENGARRY, British str., for Nagasaki.
 GLENGLORY, British str., for Shanghai.
 HAIMUN, British str., for Tamsui.
 HIRONAKA, Japanese str., for Callao.
 HONGWAN I, British str., for Amoy.
 HUNAN, British str., for Shanghai.
 KWANGSIN, Chinese str., for Shanghai.
 MAUSANG, British str., for Sandakan.
 MICHAEL JENSEN, German str., for Haiphong.
 PERANAN, German str., for Bangkok.
 TREMONT, American str., for Kobe.
 WURU, British str., for Shanghai.

VESSELS IN DOCK.

9th June.
 KOWLOON DOCK.—Montana, Canton River, Tagaba, San Joaquin, Decima, H.M.S. Tamar, Teuchocyn, Saphir, Indraanah, Comopolitan Dock.—Doric.

SHIPPING REPORT.

The British steamer *Thales*, from Coast Ports 7th June, had moderate S.W. wind to Swatow. From Swatow to port light S.W. wind, smooth sea and fine, clear weather. Vessels in Foochow.—*Glenaholm*, *Hudson* and *Maiden* Maru. In Amoy.—H.M.S. *Albion*, steamers *Wineand* and *Sulberg*.

VESSELS ON THE BERTH.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOOCOW.
 THE Company's Steamship
 "HAICHING."
 Captain Passmore, will be despatched for the above ports 10 A.M., the 11th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAPAIRE & CO., General Managers.

Hongkong, 10th June, 1903. [1682]
 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "NAMSANG."
 Captain Payne, will be despatched as above TO-DAY, the 11th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th June, 1903. [1627]
 NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Aden, Suva, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to PARSAN GULF and BAGDAD, also BARCELON, VALENZA, ALICANTE, ALMERIA and MALAGA.)
 THE Steamship
 "CAPRI."
 Captain Beldio, will be despatched as above TO-DAY, the 11th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 4th June, 1903. [1627]
 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "LOONGSANG."
 Captain Weigall, will be despatched as above TO-MORROW, the 12th inst., at 4 P.M. This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 8th June, 1903. [1664]
 CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
 司公限有輪船華中
 FOR MOJI, KOBE, MANZANILLO, MEXICO AND SAN FRANCISCO.
 THE Steamship
 "CLAVERING."
 Captain Barton, will be despatched for the above ports on THURSDAY, the 18th inst., at Noon. For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.
 Hongkong, 9th June, 1903. [1678]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	20th inst., at Noon
LONDON & ANTWERP VIA SUEZ CANAL	GLORFARG	Brit. str.	Holman	McGregor Bros. & Co.	23rd inst.
LONDON VIA SUEZ CANAL	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO.	About 2nd July
LIVERPOOL	HYSON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON &c. V. ST. PIERRE, &c.	PROMETHEUS	Brit. str.	H. S. Bradshaw	P. & O. S. N. Co.	22nd July
MARSEILLES, LONDON &c. V. ST. PIERRE, &c.	SABO MARU	Jap. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-morrow, Noon
MARSEILLES, LONDON &c. V. ST. PIERRE, &c.	ANTONIS	Jap. str.	Gaigues	MERRILLS MARITIME	18th inst., Daylight
MARSEILLES, LONDON &c. V. ST. PIERRE, &c.	P. MARIE	Den. str.	Berenson	MELCHERS & CO.	About 20th inst.
MARSEILLES, LONDON & ANTWERP	ANTHONY	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, LONDON &c. V. ST. PIERRE, &c.	KAWACHI MARU	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	27th inst., Daylight
MARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	7th July
MARSEILLES, LONDON & ANTWERP	PELUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	21st July
MARSEILLES, LONDON & ANTWERP	STERNON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th August
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th August
HEMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	P. Grosch	MELCHERS & CO.	13th inst.
HAYRE & HAMBURG	STRAFSBURG	Ger. str.	Madren	HAMBURG-AMERIKA LINIE	20th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	Bork	HAMBURG-AMERIKA LINIE	1st July
HAYRE & HAMBURG	ALCINOUS	Ger. str.	Jaeger	HAMBURG-AMERIKA LINIE	15th July
HAYRE & HAMBURG	WYBERG	Ger. str.	Jaeger	HAMBURG-AMERIKA LINIE	29th July
TRIESTE, &c. VIA SINGAPORE, &c.	BAENIA	Ger. str.	Bork	HAMBURG-AMERIKA LINIE	12th August
ODessa	MORAVIA	Aus. str.	Seich	SANDER, WIELER & CO.	17th inst., P.M.
NEW YORK, VIA SUEZ CANAL	H. LEUCHS	Rus. str.	BRADLEY & CO.	BRADLEY & CO.	About 5th July
NEW YORK, VIA PORTS & SUEZ CANAL	ARABIA	Am. str.	SHAW, TOMES & CO.	SHAW, TOMES & CO.	18th inst.
NEW YORK, VIA SUEZ CANAL	C. TIERGHEIN	Brit. str.	DODWELL & CO., LD.	DODWELL & CO., LD.	About 24th inst.
VANCOUVER, VIA SHANGHAI, &c.	CLYDE	Brit. str.	McGregor Bros. & Co.	McGregor Bros. & Co.	8th July
VICTORIA, B.C. & SEATTLE VIA N'AM, &c.	E. OF INDIA	Brit. str.	Ruffery	CANADIAN PACIFIC R. CO.	24th inst., at Noon
VICTORIA, B.C. & SEATTLE VIA N'AM, &c.	TAHITI	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	22nd July
VICTORIA, B.C. & SEATTLE VIA N'AM, &c.	MACHAON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	14th inst.
VICTORIA, B.C. & SEATTLE VIA N'AM, &c.	SHIRANO MARU	Jap. str.	W. Thompson	NIPPON YUSEN KAISHA	18th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA N'AM, &c.	TOSU MARU	Jap. str.	W. Thompson	NIPPON YUSEN KAISHA	24th inst.
PORTLAND, OREGON	INDRABAHNA	Jap. str.	R. P. Craven	PORTLAND & ASIATIC CO.	30th inst., at 4 P.M.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	19th inst., at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	Elia	GIBB, LIVINGSTON & CO.	1st July
AUSTRALIAN PORTS	CRINGU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th July
CHEMULPO & PORT ARTHUR	SILBERG	Ger. str.	Meyer	HAMBURG-AMERIKA LINIE	15th inst., at 5 P.M.
YOKOHAMA & KOBÉ	CRINGU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day
YOKOHAMA & KOBÉ	CEYLON	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 13th inst.
YOKOHAMA & KOBÉ	TRIESTE	Aus. str.	Macozzi	SANDER, WIELER & CO.	17th inst., P.M.
YOKOHAMA & KOBÉ	CHAMBER	Brit. str.	Barton	J. S. VAN BUREN	18th inst., at Noon
YOKOHAMA & KOBÉ	SAITU MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	19th inst., Daylight
YOKOHAMA & KOBÉ	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	25th inst., at Noon
YOKOHAMA & KOBÉ	YAWA MARU	Jap. str.	A. E. Moses	BUTTERFIELD & SWIRE	17th inst., at Noon
YOKOHAMA & KOBÉ	KWITANG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA & KOBÉ	CHONG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day
YOKOHAMA & KOBÉ	TRIESTE	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow
YOKOHAMA & KOBÉ	WOOSING	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA & KOBÉ	E. SIMONS	Fren. str.	Dupuy Fromy	MELCHERS & CO.	About 14th inst.
YOKOHAMA & KOBÉ	P. VALDEMAR	Den. str.	Pock	MELCHERS & CO.	Quick despatch
YOKOHAMA & KOBÉ	BALLABAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA & KOBÉ	DAIGO MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	To-morrow
YOKOHAMA & KOBÉ	HACHING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	To-day, at 11 A.M.
YOKOHAMA & KOBÉ	THALES	Brit. str.	Robson	DOUGLAS LAPAIRE & CO.	To-morrow, 10 A.M.
YOKOHAMA & KOBÉ	WUCHANG	Brit. str.	Weigall	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
YOKOHAMA & KOBÉ	LOONGSANG	Brit. str.	E. P. Bishop	TOYO KISEN KAISHA	To-morrow, 11 A.M.
YOKOHAMA & KOBÉ	ROHILA MARU	Jap. str.	R. Rodger	SHAW, TOMES & CO.	13th inst., 10 A.M.
YOKOHAMA & KOBÉ	ZAFIRO	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	17th inst.
YOKOHAMA & KOBÉ	SUNG KIANG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	20th inst., 10 A.M.
YOKOHAMA & KOBÉ	RUBI	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	4th July
YOKOHAMA & KOBÉ	CHINGSU	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day, at Noon
YOKOHAMA & KOBÉ	NAMANO	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day, at Noon
YOKOHAMA & KOBÉ	NANKIN	Brit. str.	G. M. Montford	P. & O. S. N. Co.	18th inst., at Noon
YOKOHAMA & KOBÉ	C. A. POAR	Brit. str.	G. M. Montford	DAVID SASSOON & CO., LD.	To-day, at Noon
YOKOHAMA & KOBÉ	CAPI	Ital. str.	Carlowitz & Co.	CARLOWITZ & CO.	To-day, at Noon
YOKOHAMA & KOBÉ	BOMBAY MARU	Jap. str.	T. Marai	NIPPON YUSEN KAISHA	16th inst., at Noon

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "ERNEST SIMONS."
 Captain Dupuy Fromy, will be despatched for the above ports on or about SATURDAY, the 14th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
 Hongkong, 9th June, 1903. [2]
 FOR CHEMULPO AND PORT ARTHUR.
 THE Steamship
 "SULLBERG."
 Captain Meyer, will be despatched for the above ports on MONDAY, the 15th inst., at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
 Hongkong, 10th June, 1903. [1638]
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "GREGORY APCAR."
 Captain J. G. Offent, will be despatched for the above ports on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.
 Hongkong, 9th June, 1903. [1667]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR Fiume and Trieste (Direct), calling at SINGAPORE, PENANG, LANGKUN, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
 THE Company's Steamship
 "MORAVIA."
 Captain Seich, will be despatched as above on WEDNESDAY, the 17th inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.
 Hongkong, 2nd June, 1903. [3]
 WING ON STEAMSHIP COMPANY.
 HONGKONG-MACAO LINE.
 S.S. "CHU KONG" (Captain Mason).
 DEPARTURES from Hongkong to Macao daily at 7:30 A.M. (Sunday included).
 Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
 This steamer is the fastest and has superior Cabin accommodation.
 FARES:
 1st Class \$1.50
 2nd Class 0.70
 3rd Class 0.30
 For further Particulars may be obtained at the Office of the
 WING ON STEAMSHIP CO.,
 No. 42, Bonham Strand West,
 Hongkong, 16th May, 1903. [646]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.

SADO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 13th June, at DAYLIGHT.
 BOMBAY MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 16th June, at NOON.
 SHIRANO MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 16th June, at 4 P.M.
 YAWATA MARU ... NAGASAKI, KOBE and YOKOHAMA ... WEDNESDAY, 17th June, at NOON.
 SANUKI MARU ... KOBE and YOKOHAMA ... FRIDAY, 19th June, at DAYLIGHT.
 KUMANO MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 19th June, at 4 P.M.
 KINSHU MARU ... KOBE ... THURSDAY, 25th June, at NOON.
 KAWACHI MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 27th June, at DAYLIGHT.
 TOSU MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 30th June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
 A. S. MIHARA, Manager. [9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SINGAPORE, COLOMBO and NANKIN ... Noon, 11th June ... Freight only.
 BOMBAY ... G. M. Montford ... June ... Freight or Passage.
 MARSEILLES, LONDON and ANTWERP, via SINGAPORE, BORE, PENANG, COLOMBO, and PORT SAID ... Noon, 12th June ... Freight or Passage.
 YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) ... Ceylon ... About 13th June ... Freight or Passage.
 LONDON, &c. ... CHUSAN ... Noon, 20th June ... See Special Advertisement.
 SHANGHAI ... BALLABAT ... About 26th June ... Freight or Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 8th June, 1903. [1]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 FOR STEAMERS LEAVING.

TAMSU, via SWATOW ... "DAIGO MARU" ... FRIDAY, 12th June ...
 TAMSU, via SWATOW ... "DAIGO MARU" ... FRIDAY, 19th June ...
 FOOCOW, via SWATOW ... "ANPING MARU" ... SUNDAY, 14th June ...
 TAMSU, via SWATOW ... "ANPING MARU" ... SUNDAY, 14th June ...

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.
 All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
 Steamers will go alongside the Co.'s Pontoon at the Customs water front premises at Tamsui to land all passengers and cargo.
 By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
 For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
 Hongkong, 9th June, 1903. T. ARIMA, Manager. [15]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 1903

R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.
 R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 15th July.
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 22nd July.
 R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 5th Aug.
 R.M.S. "ATHENIAN" ... 3,862 Tons ... WEDNESDAY, 12th Aug.
 R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. SAILING DATES.

STUTTGART ... SATURDAY ... 13th June
 RUON ... THURSDAY ... 25th June
 PREUSSEN ... THURSDAY ... 9th July
 * HAMBURG ... THURSDAY ... 23rd July
 PRINZ HEINRICH ... THURSDAY ... 6th August
 SACHSEN ... THURSDAY ... 20th August
 * KLAUSCHOU ... THURSDAY ... 3rd September
 BAYERN ... THURSDAY ... 17th September
 * Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON SATURDAY, the 13th day of June, 1903, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on THURSDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on FRIDAY, the 12th June, and Parcels will be received at the Agency's Office until NOON on FRIDAY, the 12th June.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 50, and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.
 Hongkong, 28th May, 1903. [5]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon emidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP. TONS. CAPTAIN. FOR. SAILING DATE.

ZAFIRO ... 2540 ... R. Rodger ... Manila Direct ... Sat., 13th June, 10 A.M.
 RUBI ... 2540 ... R. W. Almond ... Manila Direct ... Sat., 20th June, 10 A.M.
 PERLA ... 1980 ... J. McGinty

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 8th June, 1903. [17]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY

OCEAN STEAM SHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMSHIP	DATE
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL...	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL...	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL...	"HICTOR"	On 22nd July.
GLASGOW and LIVERPOOL...	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL...	"TENCER"	On 30th July.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 8th August.

HOMEWARDS.		
FOR	STEAMSHIP	TO SAIL
LIVERPOOL, LONDON and Marseilles, London and Antwerp	"HYSON"	On 20th June.
Marseilles, London and Antwerp	"ANTENOR"	On 23rd June.
LIVERPOOL, LONDON and Marseilles, London and Antwerp	"ALCINOUS"	On 7th July.
Marseilles, London and Antwerp	"PROMETHEUS"	On 22nd July.
Marseilles, London and Antwerp	"PELEUS"	On 21st July.
Marseilles, London and Antwerp	"STENTOR"	On 4th August.
Marseilles, London and Antwerp	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.
STEAMSHIP TO SAIL
FOR VICTORIA, BEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA.
The s.s. "OANEA" left Tacoma on the 14th inst. for Kobe and Hongkong.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 11th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMSHIP	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 11th June.
SHANGHAI	"ICHANG"	On 12th June.
SHANGHAI	"TIENSIN"	On 13th June.
SHANGHAI	"WOOSUNG"	On 13th June.
ILLOILO and CEBU	"WUOHANG"	On 17th June.
MANILA	"SUNGKIANG"	On 18th June.
TIENSIN	"KWEIKIANG"	On 18th June.
MANILA	"CHINGTU"	On 4th July.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIENS,
TOWNSVILLE, BRISBANE
SYDNEY & MELBOURNE
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and North China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 11th June, 1903.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and Baltic Ports, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.		
STEAMSHIP	DESTINATIONS	SAILING DATE
STRASBURG	HAVRE and HAMBURG	On 20th June.
Cap. Madson	(Calling at Singapore and Penang)	Freight & Passengers.
SUEVIA	HAVRE and HAMBURG	On 1st July.
Cap. Borch	(Calling at Singapore and Colombo)	Freight.
NUEBERG	HAVRE and HAMBURG	On 15th July.
Cap. Jahrg	(Calling at Singapore and Penang)	Freight.
WURZBURG	HAVRE and HAMBURG	On 29th July.
Cap. v. Bins	(Calling at Singapore and Colombo)	Freight & Passengers.
BADENIA	HAVRE and HAMBURG	On 12th Aug.
Cap. Rorden	(Calling at Singapore and Penang)	Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA
OF JAPAN, MOJI, KOBE and YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL ON
"INDRASAMHA" 5,197 R. P. Craven June 14, 1903
"INDRAVELLI" 4,899 W. S. Craven July 14, 1903
"INDRAPURA" 4,899 A. E. Hollingsworth Aug 1, 1903
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 25th May, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	3569	
"ROSETTA MARU"	N. Tate	3576	Wednesday, 12th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.
K. NAKASHIMA, Manager.
Hongkong, 8th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUETOTS-POSTE FRANCAIS.

NOTICE
STEAMSHIP FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at
8 A.M., the Company's Steamship
"OCEANIC", Captain Guignou, with Mail,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES (J. BOMBAY).
This Steamer connects at COLOMBO with
the s.s. Australia, which vessel takes on her
Passengers and Mails, leaving that port on the
28th June, direct to Suez, Port Said and
Marseilles.
Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 15th June. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd June, 1903.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
THE American Asiatic Steamship Co.'s
"A.R.A.R.A."

will be dispatched on THURSDAY, the 18th
JUNE.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 4th June, 1903.

THE EAST ASIATIC COMPANY,
LIMITED.
FOR MARSEILLES, HAVRE, COPEN-
HAGEN AND BALTIC PORTS.
THE Danish Steamer
"PRINSESSE MARIE"

Captain Borentzen, will leave for the above
ports on or about the 20th instant.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 3rd June, 1903.

FOR ODESSA.
THE Russian Steamer
"HERMANN LERCHE"

1,978 tons, will be dispatched for the above
port on or about 5th July.
For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 1st June, 1903.

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GLENESK"

Captain Rafferty, will be dispatched as above
on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 8th June, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN"

Captain W. W. Cooke, carrying His Majesty's
Mails, will be dispatched from this Port for
on SATURDAY, the 20th JUNE, at Noon,
taking passengers and cargo for the above
ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 8th June, 1903.

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP, VIA
SUEZ CANAL.
THE Steamship
"GLENFARG"

Captain Holman, will be dispatched as above
on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 18th May, 1903.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).
PROPOSED SAILINGS FROM HONGKONG.
"CAPTAIN TIBERGHIE" 24th June.
"MACDUFF" 10th July.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 5th June, 1903.

FOR SAMSHUI, VIA KONGMOON
AND KUMCHUK.
THE Steamship
"PAK KONG"

will be dispatched for the above ports every
TUESDAY, THURSDAY and SATUR-
DAY, at 5 P.M. Ample accommodation for
European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD.,
15 and 18, on a night, east, Pray West.
Hongkong, 6th May, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE
MONEY.
SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 1st May, 1901.

THE STEAMSHIP "WING CHAI"
HONGKONG-MACAO LINE.
WILL leave Hongkong every morning
during this season at 7.30 o'clock.
SAM WANG & CO., LD.
Hongkong, 4th June, 1903.

HONGKONG-MACAO LINE.
SS. "WING CHAI".
Captain Samuel Bell Smith.
Daily Departures from Hongkong to
Macao at 7.30 A.M. from Macao to
Hongkong at 9 P.M. Sunday included.
1st Class fare (including cabin and servant).
\$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Stowage, \$4.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central
Market; at Macao, C. M. S. N. Company's
Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903.

THE Undersigned GENERAL AGENTS
in China and Japan for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Lipo-
CHINA STEAM NAVIGATION Co's fortnightly
services hence to CALCUTTA. Sailings from
CALCUTTA for CANN ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer
"MASSILLA"

FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From London, &c., or s.s. Oceana.
From Persian Gulf, or B. I. S. N. and
B. & P. S. N. Co's Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. To-day, 4th inst.
Goods not cleared by the 11th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be received. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 4th June, 1903.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Steamship
"GREGORY APCAR"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the
10th instant, will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.
Consignment of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 8th June, 1903.

"INDEA" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship
"INDRAWADI"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Goods not cleared by the 15th inst., at 10 A.M.,
will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th June 1903.

ON SALE.
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JULY to Decem-
ber, 1902. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th January, 1903.

NOTICE TO CONSIGNEES "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.
THE Steamship
"GLENLOCHY"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Goods not cleared by the 15th inst. will be
subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.
MCGREGOR BROS. & GOW,
Hongkong, 8th June, 1903.

GENERAL AVERAGE PER SWEDISH
S.S. "VICTORIA"
ON FIRE IN SINGAPORE ON JANUARY 7th
1903.

CONSIGNEES and Underwriters are
hereby notified that Claims for short
delivered and/or damaged Cargo must be
presented to the undersigned before 1st JULY,
1903, or they will not be allowed.
SANDER, WIELER & CO.,
Agents.
Hongkong, 1st June, 1903.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "INDRASAMHA"
FROM PORTLAND (O.C.), YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by me in
any case whatever.
ALLAN CAMERON,
General Agent.
Hongkong, 5th June, 1903.

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "TREMONT"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 9th June, 1903.

True Economy.
Many people think that by buying a
low-priced article they are getting the
cheapest. There is no more erro-
neous idea. True economy consists in
obtaining the best value for money.

van Houten's Cocoa
Is highly concentrated, perfectly solu-
ble and most easily digested. You can
therefore get more strength and
nourishment out of it than out of any
other. Experience will prove that it
is the
Best & Goes Farthest.

2417-5

Apollinaris
"THE QUEEN OF TABLE WATERS"

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO
HIS MAJESTY KING EDWARD VII.
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Sole Agents:
CARLOWITZ & CO.,
HONG KONG, CANTON, SHANGHAI, TIENSIN, HANKOW & TSINGTAU.

1621

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"TELEMACHUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th instant.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 15th inst.
No Claims will be admitted after the Goods
have left the Godowns and all Goods
remain in made overed at or before the 22nd
inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th June, 1903.

FOR NERVOUS
EXHAUSTION
CHAPOTEAUT'S
Phospho
Glycerate
of Lime

FOR Nervous Troubles
In Adults and Children
SOLD IN
Capsules, in Syrup,
and in Wine
Increases vital energy and nerve force.
Full instructions with each bottle.
CHAPOTEAUT-PARIS, FRANCE
1832-4

SIEN TAU.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

MARTIN'S
APOLLO STEEL
PILLS
A French Remedy for all irregularities. Thousands
of Ladies keep a box of Martin's Pills in the house, so that in the
case of any irregularity of the System a timely dose may
be administered. Those who use them recommend them highly.
Beware of cheap imitations. All Genuine Pills are marked
MARTIN, CHARTER, SOUTHAMPTON, ENGLAND.

JOINT STOCK TABLES

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.**

COMPANY	PAID UP	QUOTATIONS
Hongkong & Shanghai	\$125	\$890.
Natl. Bank of China		L'don 263.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE

A. Shares	28	\$27, buyers
H. Shares	28	\$27, buyers

Four Bars—	21	\$100, sellers
Phillips & E. A.—	41	\$44, buyers
Camphell & Co.—	210	\$101, sellers
Minna-Bornes Co. Ltd.	\$12	\$101, sellers
Minna Light and		\$84, sellers
Power Co. Ltd.—	\$20	
Minna Prov. L. & M.	\$10	\$9.85, sellers
Minna Sugar	\$100	\$107.
Minna—		
Alhambra, Ltd.—	\$500	\$305, sellers
Phillips Tobacco		
Trust Co. Ltd.—	\$50	\$13.
Wien Mills—		
Two Bars—	Tls. 100.	Tls. 38, sellers
Three Bars—	Tls. 75	Tls. 30, sellers
Loan Kung Mo—	Tls. 100	Tls. 35.
Soyches	Tls. 500	Tls. 40.
Hiangkong	\$10	\$10, sellers
Ying Farm	\$5	\$11, buyers
Lawick & Co. Geo.	\$25	\$47, sales
Shen Island Cement.	\$10	\$24.
C. Basky	\$40	\$40, sellers
Angkong & C. Gae	\$10	\$13, buyers
Shen Island Cement.	\$10	\$13, buyers

S.S. "KINSHAN", 2,890 tons, Captain C. V. Loxness.
S.S. "KATHAN" 2,380 tons, Captain A. W. Dlam.
S.S. "HANKOW" 3,073 tons, Captain C. F. Lloyd.
S.S. "KINSHAN", 2,890 tons, Captain J. J. Loxness.

Departures from Hongkong to Canton daily at about 7 a.m., 10 a.m., and 6 p.m. except Saturday at 7 a.m. and 10 a.m. and Sunday at 6 p.m. only.

Departures from Canton to Hongkong daily at about 8 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
HONGKONG-MACAO LINE.
S.S. "FEUNGSHAN", 1,938 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 p.m. as per special schedule } Sunday
Do. from Macao to Hongkong daily at about 7.30 a.m. } excepted.

CANTON-MACAO LINE.
S.S. "LUNGSHAN", 212 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about

Boat Co. Ltd.	10	\$133, buyers
Hongkong Hotel	\$50	\$122, buyers
Hongkong Ice	\$25	\$240, buyers
J. & K. Wharf & G... ..	\$50	\$10, buyers
Hongkong Rope.....	\$50	\$185, buyers
W. & W. Dock	\$50	\$21, sa'ss
Insurance		
Canton	\$50	\$177, buyers
Union Fire	\$20	\$24, sales &

CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LD.
CANTON-WUCHOW LINE.
S.S. "YANSING," 569 tons, Captain B. D. Thomas.
S.S. "SAINAM," 588 tons, Captain B. Branch.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and

Langtze	\$60	\$130, buyers
Land and Building.....		
Hongkong Land Inv.	\$100	\$170, sellers
Humphreys Estate.....	\$10	\$124, buyers
Kewion Land & B.	\$30	\$39, sellers
West Point Building.....	\$50	\$52, buyers
London Sugar	\$100	\$12, sellers
Amila Invest. Co. Ltd.	\$30	\$15, buyers

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of **BUTTERFIELD & SWIRE,**
Agents, **CHINA NAVIGATION CO., LD.**

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

Star, Special—The finest of all "Peg" WHISKIES at	... \$15.00
Star, LIQUEUR—Equisette, best in the World for Club or Private use at	... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavour, as tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.

CHEONG SHING.
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & Co.),
Hongkong, 16th May, 1902. [14]

ON SALE.

THE
DIRECTORY AND CHRONICLE
FOR
CHINA, JAPAN, AND THE
INDIAN ARCHipelago.

SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHER-
LANDS INDIA, PHILIP.

**PINES, BORNEO, &C.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1888**

1903.
THE FORTY-FIRST ANNUAL ISSUE.

THE DIRECTION covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. No country is left out, and every full and complete account is given of the history, topography, economy, commerce, and population of each country, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, is published in a very large volume.

It is published at the Office of the *Hongkong Daily Press*, and can be had from, and Advertisements sent through:—

HONGKONG... "Daily Press" Office
HONGKONG... Messrs. Kelly & Walsh, Ltd.
HONGKONG... Messrs. W. Brewer & Co.

LONDON "Hongkong Daily Press" Office,
131, Fleet Street, E.C.
LONDON Mr. F. Algar, 11, Clement's Lane
LONDON Messrs. G. Street & Co. Ltd.

PARIS Messrs. G. E. Paul de Lobel &
Cie., 53, Rue Lafayette

GERMANY .. Messrs. Mahlau & Waldeschmidt
Frankfurt a/M.
UNITED STATES: Mr. A. I. Hart, 25 Post Office
Avenue, Baltimore, Md.
SAN FRANCISCO L. L. Fishers Advt. Agency
21, Merchants' Exchange, California St.
CAPE TOWN .. Messrs. Gordon & Gotch
Cape Town, S. Africa

SIDNEY Messrs. Gordon & Gotch
MELBOURNE ... Messrs. Gordon & Gotch
BRISBANE Messrs. Gordon & Gotch
CALCUTTA Messrs. Thacker, Spink & Co

BOMBAY	"Times of India" Office
COLOMBO	Messrs. A. M. & J. Ferguson
BATAVIA	Messrs. H. M. Van Dorp & Co.
PENANG	Messrs. Graham & Co., Ltd.
SINGAPORE	Messrs. Kelly & Walsh, Ltd.
BORNEO	Mr. E. L. Woodin, Sandakan
BANGKOK	"Bangkok Times" Office.

SAIGON	Messrs. Kloss & Co.
TONKIN	Messrs. Paulus & Co., Hanoi
MANILA	Mr. J. de Loyzaga, "El Comercio"
MAGALHANS	Mr. A. A. J. "

MIRAO	Mrs. A. A. de Aello
CANTON	Messrs. A. S. Watson & Co., Ltd.
SWATOW	Yuen Cheong Book Store
FOOY	Messrs. A. S. Watson & Co., Ltd.
AMOY	Messrs. A. S. Watson & Co., Ltd.
SHANGHAI	Messrs. Kelly & Walsh, Ltd.
SHANGHAI	Messrs. W. Brewer & Co.
TSINTAU	Messrs. Siotas, Plambeck & Co.

CHEFOO Messrs. H. Sietas & Co.
TIENTSIN Messrs. H. Blow & Co.
PORT ARTHUR..... Messrs. Sietas, Block & Co.

FORMOSA Mr. A. W. Gillingham, Tamoi
 COREA Messrs. Hodge & Co., "Seoul
 Press"
 NAGASAKI "Nagasaki Press" Office
 KOBE-OSAKA... "Kobe Chronicle" Office.
 YOKOHAMA .. Messrs. Kelly & Walsh, Ltd.

LE for the Concerned, at 14, Des Vœux Road,
Office, 131, Fleet Street, E.C.

CLOSING QUOTATIONS.

MERCHANT STEAMERS.

— The N.Y.K. steamer *Saio Maru* (European Line) left Shanghai for this port on the 8th inst., p.m., and is expected here to-day.

— The German steamer *Main* left Singapore for Birm. Bay, on the 8th inst., at 4 a.m.

— The P. & O. steamer *Ceylon* left Singapore for this port on the 8th inst., at 6 a.m.

— The C.M. steamer *Oaika*, from Tacoma, left Moji on the 7th inst. for this port.

— The "Ben" Line steamer *Benvenue*, from Antwerp and London, left Singapore on the 7th inst. for this port.

— The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Kobe via Moji for this port on the 7th inst., p.m., and is expected here on the 14th inst.

— The A.L. steamer *Trieste* left Singapore for this port on the 8th inst.

— The H.A.L. steamer *Ambria*, from Hamburg, left Singapore for this port on the 9th inst., at noon, and is expected here on the 15th inst., a.m.

— The Danish steamer *Prins Valdemar* left Singapore on the 9th inst., p.m., and may be expected here on the 15th inst.

— The N.Y.K. steamer *Kimano Maru* (Australia Line) left Nagasaki and Moji for this port on the 9th inst., and is expected here on the 16th inst.

— The steamer *Kish*, from New York, left Singapore on the 5th inst., via Manila, and is expected here on the 18th inst.

— The A.L. steamer *Moravia* left Moji for this port on the 8th inst., p.m.

— The Boston Tow Boat Co.'s steamer *Lyra* arrived at Moji on the 23rd ult.

— The N.P. steamer *Olympia* arrived at Yokohama on the 3rd inst.

— The N.P. steamer *Turomu* left Victoria (B.C.) for the U.S. ports on the 25th ult.

— The steamer *Adolf* left San Francisco for Japan and Hongkong on the 28th ult.

— The C.N. steamer *Tatiquan*, from Australian Ports, left Sydney on the 19th ult., and is expected here on the 1st inst.

— The F. & A. steamer *Indragelli* left Portland (Or.) for this port, via Japan ports on the 7th inst., and may be expected here on the 7th prox.

10th June.
- Allow'ce net. to 1 batty.

1st May—Tricite, 8th—Badenia, 12th—Kish,
Benvenue, 14th—Teenka, Ernie, Simons, 16th—
Don, Dunsay, Valdemar, 19th—Angela, 23rd—
Sanki Maru, Promethea, 25th—Tungah, 26th—
Freussen, Wurzburg, Benedict, Lena, Vincenza 29th—
Stentor 2nd June—Scotsia, Dana, Hamburg,
Marquis Bacquhem, Japan, Kreiburg, Menclava,
Horley, 5th—Polynesian, Hakata, Maru, Ty,
Mogul, 8th—Glengyle, Bayern, Khadif, Serbia,
Mogul, Benlowsen, Sambia, Adana, Satsuma.

ARRIVALS AT HONK

4th May—Machaon, Sydney, 8th—Prinz Heinrich,
Kish, Malta, 11th—Foranosa, 12th—Indradato,
Shinpei, Kamakura Maru, 15th—So-hee, Kiu.

THE FRENCH MAIL.

tuck. 19th—Candia, Banberg, Andalusia. 28th
—Tonkin. 29th—Glaucus, Gleditsia, ret. 2nd June
—Inaba Mary, Yarra. 4th—Juv. 5th—Desca
—Nippon, Klastschou. 8th—Aippon, Seneca, Nitachi
—Mary, Erherzog, Franz Ferdinand, Königsberg,
—Pinguoy.

PASSENGERS.
ARRIVED.
Per *Thales*, from Coast-Porta. Miss Arm-
strong.

HONGKONG TIME TABLE.

from Coast Ports, Miss Arm-

gollen, Aberystwyth, Towy, Barmouth,
gelly, Harlech, Crickieth, Pwllheli,
madno, Rhy, Bettw-y-coed, Isle o
ght, and Channel Islands should use
BERLINGTON'S HANDBOOKS, i.e. each
s., THE HOTELS OF THE WORLD.
Handbook to the leading Hotels throughout

PUBLISHED DAILY,
the oldest and still immeasurably the best

T. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [37]

EITHER the CAPTAIN, the AGENTS, nor

NAP  **ISKT**

GUTHRIE, FRANK & CO., LONDON.
AGENTS

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